



# Land West of Watling Street, Park Street, Hertfordshire

Stage 1 Road Safety Audit

M Scott Properties Ltd

October 2023



# Notice

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This document has 16 pages including the cover.

## Document history

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## Client signoff

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# Table of contents

Chapter	Page
<b>1. Introduction</b>	<b>4</b>
Scope and terms of reference	4
Scheme description	4
Notes and clarifications	4
<b>2. Items raised at this stage 1 RSA</b>	<b>6</b>
<b>3. RSA team statement</b>	<b>9</b>
RSA team	9
<b>Appendix A. Stage 1 RSA brief</b>	<b>11</b>
A.1. RSA brief	11
A.2. Drawings	11
<b>Appendix B. Problem Locations</b>	<b>12</b>
B.1. Locations of the Problems Identified at this Stage 1 RSA	12
<b>Figures</b>	
Figure 2-1 - View of the narrow footway to the north of the proposed access	6
Figure 2-2 - View of the narrow footway to the south of the proposed access	6
Figure B-1 - Drawing 5153233-ATK-GEN-PRKST-DR-C-000001	13
Figure B-2 - Drawing 5153233-ATK-GEN-PRKST-DR-C-000002	14
Figure B-3 - Extract from Illustrative Layout - 01	15

# 1. Introduction

## Scope and terms of reference

This report was produced as a result of a stage 1 Road Safety Audit (RSA) carried out for a development proposal for the land west of A5183 Watling Street in Hertfordshire. The RSA was requested by Matt Croot, Principal Consultant of Transport Planning at AtkinsRéalis, Cambridge. The Road Safety Audit was carried out in October 2023.

The RSA brief and its supporting information (referenced in Appendix A of this RSA report) were supplied by Matt Croot, of the AtkinsRéalis Transport team, on behalf of M Scott Properties Ltd. The highway authority (Hertfordshire County Council) has indicated that it does not need to approve the RSA brief which would include the RSA team approval. It is noted that both RSA team members are experienced auditors, and both have the Certificate of Competency

The RSA team membership was as follows: -

**Audit Team Leader:** **Mark Gregory BSc MSc MCIHT MSoRSA**  
Senior Road Safety Engineer  
AtkinsRéalis Transportation, Chelmsford  
(Certificate of competency in RSA August 2013)

**Audit Team Member:** **Samantha Moores BSc (Hons) MCIHT MSoRSA**  
Road Safety Consultant  
Atkins Réalis Transportation, Chelmsford  
(Certificate of competency in RSA October 2014)

The RSA team visited the site together on Thursday 5<sup>th</sup> October 2023 between 11:15 and 11:45. The weather was mostly cloudy and mild; the road surface was dry. The traffic, pedestrians and cyclist flows on the A5183 Watling Road were all light at the time of the site visit.

The terms of reference of this stage 1 RSA are as described in GG 119. The RSA team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.

The RSA team has not been made aware of any previous RSAs carried out on the proposed access for the land to the west of Watling Street.

## Scheme description

The purpose of the scheme is to provide a priority junction to facilitate access from Watling Street (A5183) to a residential development of up to 95 dwellings, with associated infrastructure. The proposed development site is located north of Park Street village and currently consists of agricultural land bounded to the west by hedgerows and arable farmland, and to the east by Watling Street.

A simple priority T-junction is proposed on the A5183 Watling Street to provide vehicular access to and egress from the proposed development.

## Notes and clarifications

The RSA brief states that ‘...All existing hedgerows and vegetation that impedes visibility will be removed within the visibility splays for the junction...’

The RSA brief makes reference to a pedestrian link which is proposed to connect the northern part of the proposed development to a new Toucan crossing across Watling Street immediately to the north of the existing northbound bus stop. The scope of this stage 1 RSA is for the new access only as shown on drawing 5153233-ATK-GEN-PRKST-DR-C-000001.

The internal layout of the development is also not within the scope of this stage 1 RSA.

It was clarified that the largest vehicle that a swept path analysis has been undertaken for is the 9.93m standard HCC refuse vehicle.

Clarification was sought regarding the footway and cycleway provisions proposed for the scheme. It was clarified that '...where reference is made to a 3m cycleway on the southern side of the site access road' it is assumed that what is actually meant is a '3m shared cycle way / footway....'

Information taken from TA Addendum report also stated that:

'In the northernmost section of the site a 3m wide shared-use path (SUP) is proposed which will connect to the existing footway on Watling Street, where a new toucan crossing is proposed. This will provide pedestrian and cycle links to the wider active travel provision existing to the north of the development and include direct access to the bus stop located on Watling Street. Internally, the SUP will connect to a shared surface providing access to plots 82-95 and linking to the spine road as shown on the illustrative layout. This level of provision is compliant with LTN 1/20 guidance as it is commensurate to the low flows and speed of internal traffic and provides priority to cyclists.'

## 2. Items raised at this stage 1 RSA

### 2.1 PROBLEM

Location A: Western side of Watling Street, both sides of proposed access  
 Drawing: 5153233-ATK-GEN-PRKST-DR-C-000001

Summary: Hazard to pedestrians and pedal cyclists

The drawings show a 2m wide footway to the north of the access and 3m wide cycleway to the south of the access are proposed. During the site visit it was noted that at the proposed access location, the existing footway is a very narrow track as shown in Figures 2-1 and 2-2 below.



Figure 2-1 - View of the narrow footway to the north of the proposed access



Figure 2-2 - View of the narrow footway to the south of the proposed access

There is a considerable amount of vegetation at ground level and low hanging branches which could pose a hazard to pedestrians and pedal cyclists using the route with a risk of pedestrians tripping over or cyclists falling from their bikes. There is also a risk of users of the footway spilling into the carriageway, increasing the risk of collisions with road users.

### RECOMMENDATION

It is recommended that vegetation clearance is undertaken to the north of the proposed access, extending to the existing section of clear footway, and to the south of the access to allow a clear route to the existing bus stop.

## 2.2 PROBLEM

Location B: Central island located on Watling Street to the south of the proposed access  
Drawing: 5153233-ATK-GEN-PRKST-DR-C-000002  
Summary: Risk of collisions with central island

It is noted on the swept path analysis that tracking has been provided for a Vulture 2225 refuse vehicle, and that this vehicle type can just make the right turn out of the access without colliding with the existing central island to the south of the access in Watling Street.

However, this swept path analysis suggests that it is unlikely that a longer vehicle such as a large removal lorry would be able to make the right-turn without overrunning the kerb lines, increasing the risk of collisions with the island and injury to occupants of long vehicles.

### RECOMMENDATION

It is recommended that swept path analysis is undertaken for all vehicles likely to use the access and that measures are undertaken such as relocating the island if manoeuvres cannot be undertaken within the kerb lines.

## 2.3 PROBLEM

Location C: Watling Street proposed access  
Drawing: 5153233-ATK-GEN-PRKST-DR-C-000002  
Summary: Trip hazard for pedestrians and cyclists

It is noted from the drawings that no drop kerb crossing points are proposed to assist pedestrians and cyclists to cross the proposed access along the western side of Watling Street. This may result in a trip hazard for pedestrians, and cyclists may have to 'bump' their bicycles up and down the full height kerb, increasing the risk of injury.

### RECOMMENDATION

It is recommended that a drop kerb crossing point with tactile paving is provided at the mouth of the proposed access within the pedestrian desire line.

## 2.4 PROBLEM

Location D: Watling Street proposed access  
Drawing: 5153233-ATK-GEN-PRKST-DR-C-000002  
Summary: Risk of pedestrian / pedal cyclist collisions

The drawings show a 2m wide footway to the north of the access and 3m wide cycleway to the south of the proposed access. There are additional proposals (not subject to this stage 1 RSA) for a toucan crossing to be provided to the north of the proposed access near to the BP filling station.

However, only a 2m wide footway is proposed on the northern side of the access along Watling Street and an internal pedestrian link is indicated on the illustrative plan for access to the toucan crossing from within the new development. Both the pedestrian link and 2m footway do not appear of sufficient width to allow for a shared use facility for pedal cyclists to access the proposed toucan crossing. This may increase the risk of pedestrian / pedal cyclist collisions.

## RECOMMENDATION

It is recommended that the provisions for pedal cyclists are reviewed to ensure route continuity from the south side of the proposed access, and that sufficient width be provided if the facility is intended to be for shared use to the north of the proposed access.



### 3. RSA team statement

We certify that this road safety audit has been carried out in accordance with GG 119.

#### RSA team

##### Road safety audit team leader

**Name:** Mark Gregory BSc MSc MCIHT MSoRSA

**Signed:**  .....

**Position:** Senior Road Safety Engineer

**Organisation:** AtkinsRéalis

**Date:** 18<sup>th</sup> October 2023

##### Road safety audit team member

**Name:** Samantha Moores BSc (Hons) MCIHT MSoRSA

**Signed:** 

**Position:** Road Safety Consultant

**Organisation:** AtkinsRéalis

**Date:** 18<sup>th</sup> October 2023

# Appendices

## Appendix A. Stage 1 RSA brief

### A.1. RSA brief

- GG 119 RSA Brief Park Street\_v1.0

### A.2. Drawings

- Illustrative Layout 01
- 5153233-ATK-GEN-PRKST-DR-C-000001
- 5153233-ATK-GEN-PRKST-DR-C-000002

## Appendix B. Problem Locations

### B.1. Locations of the Problems Identified at this Stage 1 RSA

The problem location labels are not intended to indicate a precise location of a collision risk or of recommended remedial measures.



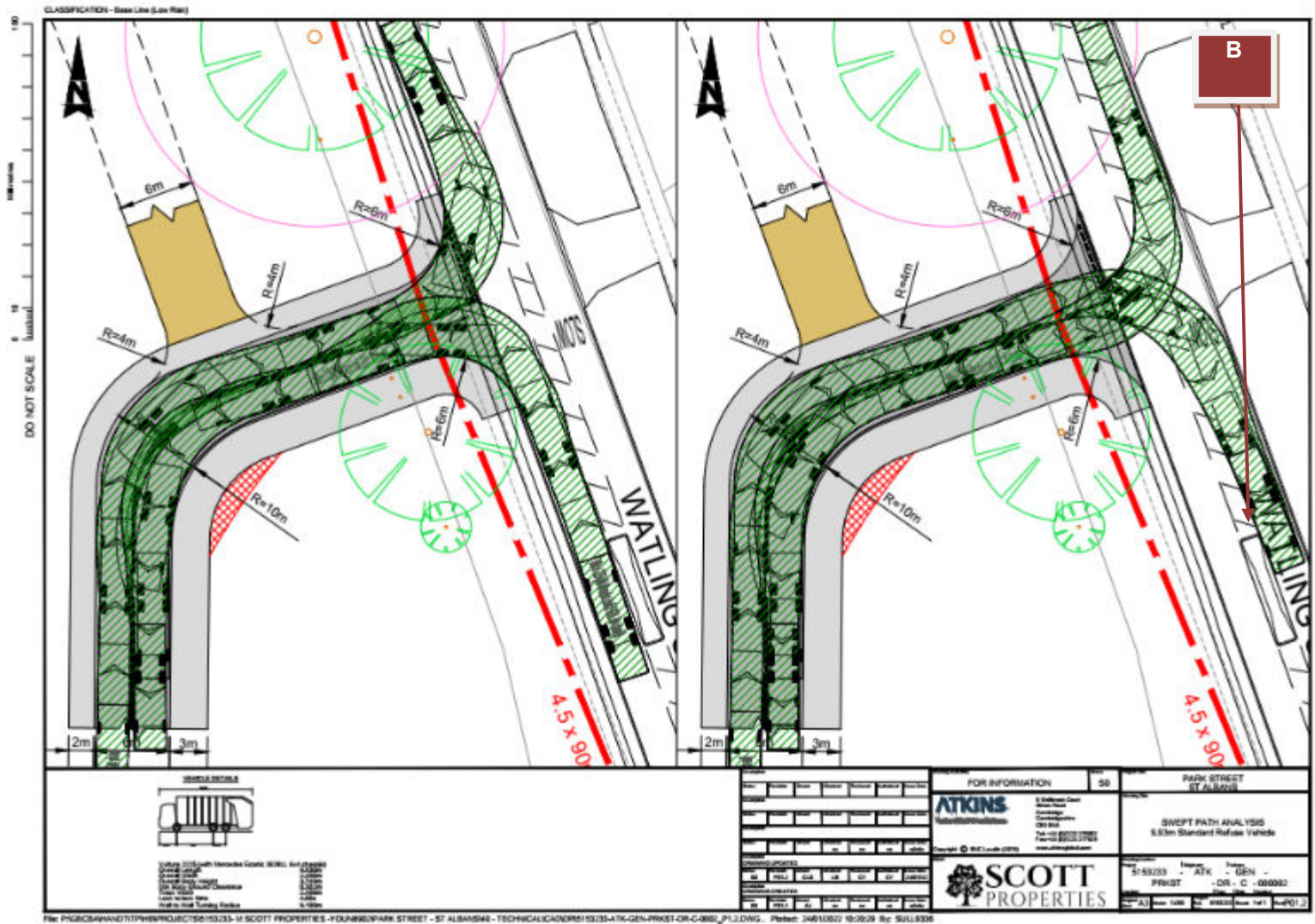


Figure B-2 - Drawing 5153233-ATK-GEN-PRKST-DR-C-000002



Figure B-3 - Extract from Illustrative Layout - 01



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